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NSC BRIEFING 12 November 1958

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SOVIET ADVANCES IN COMMERCIAL AVIATION 25X1

I. The USSR--which beat the US by three years in jet passenger service--has in the past year become a major competitor in the international commercial aviation field.

A. Although the Soviet civil air carrier, AEROFLOT, had no commercial flights outside the bloc before 1956, it now makes 27 scheduled flights weekly to ten non-bloc countries, agreements have been concluded with two other countries, and the trend is toward further expansion.

B. AEROFLOT passenger mileage has risen 2½ times since 1955; service now includes some 320 domestic flights daily and 103 international flights weekly.

C. Most of the increase in international service has come this year, following an agreement with Denmark in March for overflight and beyond privileges which opened the way for a succession of bilateral agreements with West European countries.

II. The only Soviet civil aircraft now used in international service are the IL-14 (light transport, twin reciprocating engines) and the TU-104 (medium transport, twin jet). (See Tab "A" for aircraft characteristics.)

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A. Neither has been sold outside the bloc for commercial use, though the IL-14 has been widely used by the USSR as a gift to high officials in underdeveloped countries (e.g. Sukarno, U Nu, Nehru, etc.) and is used by Indonesia and the UAR as a military transport.

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III. All Soviet commercial aircraft except the IL-18 have been developed--with difficulty--from military transports or bombers, and for the next year or so the USSR will not be fully competitive in long-distance jet-age operations.

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B. But the Soviets are taking steps to make their aircraft more competitive (e.g., the uneconomic 70-passenger TU-104A is shortly to appear in an improved 100-passenger version, the TU-104B), and their proven technology makes it certain that they could provide top-rate competition in civil aviation.

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TAB A

SOVIET CIVIL AIRCRAFT CHARACTERISTICS

	TU-104	TU-110	TU-114	AN-10	IL-14	IL-18
Engines	2 turbojet	4 turbojet	4 turboprop	4 turboprop	2 recipr.	4 turboprop
Span (feet)	114	121.9	155	120	104	124
Length (feet)	128.5	129.6	177	110	70	116
Passenger Capacity:						
Standard	50	78	120	84	21-24	75
Tourist	70 (104A) 100 (104B)	100	170-220	126	---	100
Range w/ Payload (n. mis.)	1,600	1,850	5,400	1,080	1,550	1,080
Cruising Speed (knots)	430	425	465	325	165	325-350
Cruising Altitude (feet)	33,000	36,000	30,000	26-33,000	9,850	26-33,000
Production Status	75 produced	prototypes only	prototypes only	in production	400 produced	35 produced

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Figure 6

COMPARISON OF SOVIET AND FREE WORLD TURBINE AIRCRAFT

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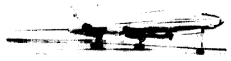
TU-104

TU-110

AN-10

IL-18



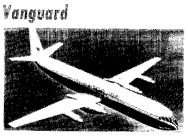
TU-114

Characteristic	TU-104	Caravelle	TU-110	Convair 880	AN-10	Vanguard	IL-18	Electra	TU-114	Boeing 707
Engines	2 turbojet	2 turbojet	4 turbojet	4 turbojet	4 turboprop	4 turboprop	4 turboprop	4 turboprop	4 turboprop	4 turbojet
Total Power (hp=horsepower; lbs=pounds thrust)	39,600 lbs	22,000 lbs	48,000 lbs	47,200 lbs	16,000 hp	16,080 hp	16,000 hp	15,000 hp	48,000 hp	66,000 lbs
Span (ft)	114	112.5	121.9	120	120	118	124	99	155	142.4
Length (ft)	128.5	104.7	129.6	129.3	110	122	116	104.5	177	152.9
Gross Weight (lbs)	163,900	94,000	173,500	178,500	112,400	141,000	128,000	113,000	414,000	295,000
Payload Capacity (lbs)	19,800	19,840	24,000	23,150	28,700	25,000	31,000	26,500	39,700	40,000
Passenger Capacity:										
Standard Version	50	64	78	88	84	96	75	66	120	131
Tourist Version	70	80	100	109	126	138	100	85	170-220	162
Range with Payload (Nautical Miles)	1,600	1,250	1,850	2,600	1,080	2,275	1,080	2,380	5,400	4,160
Cruising Speed (knots)	430	430	425	445	325	380	325-350	350	485	515
Cruising Altitude (ft)	33,000	30-40,000	36,000	35,000	26-33,000	25,000	26-33,000	25,000	30,000	35,000

Caravelle

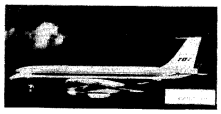
Convair 880

Vanguard



Electra

Boeing 707



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